

The China Mail.

Established February, 1845.

VOL. XLVI. NO. 8597.

號六月八日十九百八十一英

HONGKONG, WEDNESDAY, AUGUST 6, 1890.

日一月六日寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane; Lombard Street, E.C.; G. GEORGE SMITH & Co., 30, Cornhill; GORDON & GORST, Ludgate Circus, E.C.; BATES & HANKEY & Co., 37, Walbrook, E.C.; SAMUEL BRADON & Co., 150 & 154, Leadenhall Street; W. M. WILTS, 151, Cannon Street, E.C.; ROBERT WATSON, 151, Fleet Street.

PARIS AND EUROPE.—ANDRE PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GIBSON & GOTCH, Melbourne and Sydney.

CYPRUS.—W. M. SMITH & Co., THE APOTHECARY'S CO., CYPRUS.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore; O. HEINZEN & Co., Manila.

CHINA.—MAZO, F. A. DE CRUZ, Amoy; N. MOALE, Fethiye, Herod & Co., Sian; M. LANE, CRAWFORD & CO., and KELLY & WALTER, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Intimations.



NAVAL CONTRACT—1890-91.

SEALED TENDERS, in Duplicate, will be Received by the NAVAL STOREKEEPER, until 10 a.m. on FRIDAY, the 16th Instant, for the SUPPLY OF TEA for the Use of H. M. Navy for One Year ending 31st August, 1891.

Printed Forms of Tenders and further Particulars can be obtained at the NAVAL STOREKEEPER'S OFFICE.

The right to reject the lowest or any Tender is reserved.

Hongkong Victualling Yard, 5th August, 1890. 1389

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on MONDAY, the 25th August, at 3 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to the 30th June, 1890.

The Transfer BOOKS of this Company will be CLOSED from the 11th to the 25th August, both days inclusive.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, August 5, 1890. 1391

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 4.

2.—Sum less than \$1, or more than \$100 at one time will not be received. No depositor may deposit more than \$2,000 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented, with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
THOMAS JACKSON,
Chief Manager.

Hongkong, May 13, 1890. 1394

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$20,000,000.
PAID-UP CAPITAL.....\$28,000,000.

HEAD OFFICE.....49, Threadneedle Street
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives Money on Deposit, Bills and Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.

" 6 " " 3 " "

On CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

GEORGE W. F. PLAYFAIR,
Manager.

Hongkong, August 1, 1890. 1362

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,600,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

COUNCIL OF DIRECTORS.

Chairman—H. DALMUYL, Esq.
Deputy Chairman—J. S. MOSES, Esq.

T. E. DAVIS, Esq. Hon. A. P. McEWEN,
W. H. FORBES, Esq. S. C. MICHAELSON,
H. HOPPITS, Esq. E. L. POONKEEKE, Esq.
Hon. J. J. KERWICK, Esq. D. R. SASSON, Esq.
Alex. McCONAGHIE, Esq.

Chief Manager—T. JACKSON, Esq.;
Manager—JOHN WALTER, Esq.

LONDON BANKS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months, 3½ per cent. per annum.

" 6 " " 3 " "

" 12 " " 5 per cent. "

LOANS BILLS DISCOUNTED.

Overdrafts granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the other Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON,
Chief Manager.

Hongkong, May 13, 1890. 1363

Intimations.

NOTICE.

THE Remaining Portion of the CARGO in the Vessel of the YANGTZE having been SOLD BY AUCTION at SHANGHAI for £1,150, Shippers of cargo by her are hereby requested to send to the Undersigned particulars of their goods and value thereof in order that the said proceeds may be divided amongst the parties interested in proportion. If not received on or before the 16th Inst., the statement will be made up as best possible from the particulars then on hand and the proceeds distributed accordingly.

SIEMSEN & Co.

Hongkong, August 5, 1890. 1389

CUSTOMS NOTIFICATION.

NOTICE is hereby given that MONDAY NEXT, the 11th Instant, (6th Moon, 26th Day), being the BIRTHDAY of His MAJESTY the EMPEROR OF CHINA, will be observed as a HOLIDAY at the Kowloon Customs' Office, Hulk and Stations.

All Examination of Cargo and Clearance of Junks will be suspended on that date.

J. MCLEAVY BROWN,
Commissioner of Customs
for Kowloon and District.

CUSTOM HOUSE, 5th August, 1890. 1392

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

In accordance with the Provision of No. 131 of the Articles of Association, the General Agents have this Day declared an Interim DIVIDEND of 4 PER CENT. for the Half-Year, ending 30th June, 1890, on the Paid-up Capital of the Company.

Dividend WARRANTS payable on TUESDAY, the 13th August, will be issued to Shareholders.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 19th August, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, August 5, 1890. 1390

NOTICE.

THE DARVEL BAY TRADING COMPANY, LIMITED.

MEMBERS wishing to subscribe for an EXTRA-ORDINARY General MEETING of the DARVEL BAY TRADING COMPANY, LTD., will be held at No. 9, Queen's Road, Victoria, Hongkong, on TUESDAY, the 19th day of August, at Noon, when such should be convened in connecting the water supply, and the advertised Opening has had to be POSTPONED.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Limited European Hotels—he BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide.

The BALI and BILLIARD ROOMS are on the Ground Floor, and are fitted up in an interior style.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned hereby begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, August 1, 1890. 1367

NOTICE.

CHRISTY'S AND HEATH'S BLACK, BROWN AND GREY FELT HATS.

DOUBLE AND SINGLE TERAI AND OTHER SOFT FELTS.

BEST ENGLISH-MADE STRAW HATS.

LADIES' FELT HELMETS, AND CALCUTTA PIKE HATS,

TWEED CAPS.

ROBERT LANG & CO.

Hongkong, July 28, 1890. 1324

NOTICE.

THE SHAMEEN HOTEL AND LAND COMPANY, LIMITED.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINE-HALL.

The HOTEL also contains handsome and comfortable Reception, BRAVO, BILLIARD and SMOKING ROOMS.

The HOTEL is unassured for comfort, convenience and quick service.

Continental languages are spoken.

MESSRS. DORABEE & HING KEE,

Proprietors.

Hongkong, September 15, 1883. 1612

NOTICE OF FIRMS.

N. O. 7 & 9, SEYMOUR TERRACE

No. 4, OLD BAILEY STREET.

OFFICES AND CHAMBERS in CONNAUGHT HOUSE, Queen's Road Central.

App'd to DAVID SASSON, SONS & CO.

Hongkong, July 2, 1890. 93

NOTICE.

TO LET.

TO LET.

N. O. 3, MORRISON HILL

Entry, 1st Junc.

Apply to G. C. ANDERSON,

13, Praya Central.

Hongkong, April 22, 1890. 752

NOTICE.

TO LET.

TO LET.

1ST FLOOR of OFFICES on the FIRST

FLOOR of the Company's Premises in ICE HOUSE LANE, at present occupied by Messrs. Holiday, Wiss, & Co., with entrance from Queen's Rd. Possession from 1st March next.

Also,

TWO GODOWNS on the GROUND FLOOR

Entertainments.

THE GREATEST NOVELTY TRAVELLING IN THE EAST.
KLAER & OLMAN'S CIRCUS AND
A TROUPE OF PERFORMING ANIMALS.

Having arrived here, will give a limited number of Performances in their New, Elegant, Well-ventilated, Illuminated and Comfortably-arranged Pavilion, which is erected at BOWINGTON.

The Company consists of Gymnasts, Acrobats, Jugglers, Equilibrist, White Horse and Globe Performers.

LADY DANCERS AND GYMNASTS.
In conjunction with A STAFF TROUPE OF PERFORMING ANIMALS, BEAUTIFUL PONIES AND WONDERFULLY EDUCATED DOGS AND MONKEYS.

OPENING PERFORMANCE
TO-NIGHT (WEDNESDAY),
6th August, 1890.

Doors open at 8; Commence at 9 o'clock,
Weather Permitting.

PRICES OF ADMISSION:
Dress Circle (Chair) \$1.00
2nd Class (Carpeted Seats) 50 Cents
3rd Class 25 Cents

Children under 12 years of age, half price
to 1st and 2nd Classes only.

Soldiers and Navy in Uniform, half price
to 2nd Class only.

SPECIAL MATINEE
SATURDAY AFTERNOON,
1st August, 1890.

Doors open at 3 P.M.

Our Managers arranged entire to suit
and answer the rising generation never fail
to attract and delight every child in town.
(Parents and guardians, please note this.)

Servants in charge of children pay the
same price as the children for Matinee
only.

Performance every Evening, (Sunday's
excepted) at 9. Doors open at 8.

Seats may be reserved and Tickets obtained
from the Circus Office on the day of per-

formance from 9 to 12 A.M. and 3 to 5 P.M.

I OLMAN, *Business Manager.*

Hongkong, August 6, 1890.

Intimations.

THE HONGKONG
LAND INVESTMENT AND
AGENCY COMPANY,
LIMITED.

SUBSCRIBED CAPITAL \$5,000,000
PAID-UP CAPITAL 2,500,000
RESERVE FUND 1,250,000

Board of Directors:
Hon. J. J. KENWICK, Chairman
Hon. C. P. CHATER, Vice-Chairman
Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

BANKERS:
Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

Vice-Chairman
Managing Directors

Lee SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASOON, Esq.

</

TELEGRAMS.

[Supplied to THE CHINA MAIL]

(Via Southern Line)

THE EMPEROR OF GERMANY IN ENGLAND.

LONDON, 4th August, 1890.
The Emperor of Germany has gone to

COPENHAGEN.

CHOLEKA.

The Emperor is going bodily in Macao and also in Spain.

THE REVOLUTION IN THE ARGENTINE REPUBLIC.

Outrageous rioting is taking place in the Argentine Republic.

LOCAL AND GENERAL.

PANAMA-SUEZ CANAL.
OUTWARD BOUND:—Endeavour, July 11; Galley of Lorne, Nible, 15; Agamemnon, Glenfinnan, Milntyre, 22; Altona, 29; Canton, Tener, Bellona, 29.

HOMEWARD BOUND:—Glenogle, Monmouthshire, July 13; Dardanus, Octava, 18; Gloucester, 22; Glenearn, Menelaus, 25; Braunschweig, Ghazee, Calcutta, 29.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was understood that the latter had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered. Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

SOLDIER CHARGED WITH CAUSING THE DEATH OF A COOKE.

Alexander Leslie (23), private in the 1st Argyll and Sutherland Highlanders, was brought before Mr Wodehouse in the Police Court to-day, on remand, charged at the instance of Inspector Swanson with wilfully and maliciously causing the death of Wong Oba, a punkah-cooie. Mr Caldwell appeared for the defence.

Lai Fu, a punkah-cooie at Wellington Barracks, who gave evidence yesterday, was cross-examined by Mr Caldwell. He said—It was my duty to pull the punkahs for the patients in the Hospital; in the early part of the night in question, and it was his deceased's duty to pull it during the latter half of the night. He was lying asleep close to the iron railings, lengthways along the verandah, not across. The soldier who killed him passed on in the direction of the latrine. He returned in a minute or two. His head was hanging down and rolling about from side to side. He lifted up his fist when he came back, as if to strike the deceased, who was crying with pain.

James Clark, Sergeant Medical Staff, said when he went round to the hospital on the night in question, he found two of the men on guard asleep. He detected smell of liquor and his suspicions being aroused he went down to the guard room on the basement floor, and had the men removed there. One of the men was the pugnacious Wong Oba; he was drunk. He was dragged in, and may be expected here on or about the 5th Aug.

The P. & O. Co.'s s.s. *Sarpedon*, from Liverpool, left Singapore on the 4th Aug., and may be expected here on or about the 10th Aug.

The K. S. Thorndale, from Glasgow and Liverpool, left Singapore on Aug. 5th, and may be expected here on or about the 11th Aug.

We hear that the action taken by Father Thibault against M. Bavier Chauflour has been compromised, the latter paying the former £3,000.

Tak Koh Lighterage and Drayage Co., Ltd., with a capital of £40,000, whose shares were registered under the Companies Ordinances in Hongkong to-day.

Floods, floods everywhere! The same old ever-recurring story. Even the most frightful disasters seem insufficient to teach the Chinese the utter worthlessness of their primitive methods. The floods come, the rivers rise and burst their banks, large stretches of country are flooded, innumerable lives are lost, and when all is over, when the waters have retired, the people come back, with that stubborn patience so characteristic of the race, and begin to build again the old dykes on the old principle that has been so often found wanting. It is hard to turn a deaf ear to the cry of pity that is raised from the starving thousands rendered homeless by floods, but one is tempted to raise the question, what is the use of the help? As we are not encouraging the stubborn resistance to change which is the main cause of all the disaster? Is not our charity like the giving of money to a drunken beggar, who goes off to buy more drink? The miseries of course feel it impossible to stand idly by while thousands of their fellow mortals are suffering; and they hope that, of the seeds of kindness scattered, some may bear good fruit. After all, perhaps "they are right." There may not be a large onset of harm; for, although we left the people to suffer their misery in full, it is doubtful whether the severest lesson would lead them to adopt proper preventive measures to avert the evil. Apparently it is not in the Chinese nature to combat adversity. They bear it and gradually adapt themselves to it, and the rage is so prolific that the greatest calamities make a very irreparable effect. So, as the yearly floods arrive, with the inevitable lots of woe, one is almost driven to despair of improvement, and one becomes more and more inclined to say, with the author of the *Lays of Far Cathay*, it is worse than dividing and sharing the crow, than thereby salvation for the long as the hand is girt to it. By the present effects, surely, and would it not be a blessing, for humanity if destined to fall into the hands of a more progressive race?Referring to certain comments on Admiral Lang's resignation, the *N. G. Daily News* gives the following, apparently authoritative version of the circumstances that led to the resignation:—In February last the Northern Squadron had returned to Hongkong, when Admiral Ting, with four of the

cruisers sent out for Bahia. His departure had scarcely taken place when, without a word of warning, the admiral's flag was hauled down and that of the commandant run up in its place. On demanding an explanation of so outrageous a proceeding Admiral Lang was shown a telegram from Li Hung-chang, authorising the commander to take command and assume the absence of the Chinese naval and ignoring altogether the orders of the English colleague. There was obviously nothing to be gained by communicating with the two commanders, even if naval discipline had permitted the admiral to negotiate with his subordinate officers, and Admiral Lang immediately telegraphed to the Viceroy for instructions. If it was not to fly the admiral's flag it was the Viceroy to indicate what distinguishing flag he might be permitted to use. Once more the English admiral found himself utterly ignored. Personally he received no reply to his telegram, but he was shown a message addressed to the two commanders bidding them inform him that no provision was made in the regulations as to what flag he should fly, but that some wonderful article might be improvised for him, of the same shape as an Admiral's flag but with only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

In this case, to which we are indebted for the facts given, that there has lately been a marked change in the attitude of Chinese patients towards amputation, for many have been willing to place themselves in the power of the foreign doctor's hands, several major operations having been undertaken by special request.

It is satisfactory, to learn, says the *N. G. Daily News*, to which we are indebted for the facts given, that those have lately been offered to take command and ignore altogether the orders of the English colleague. There was obviously nothing to be gained by communicating with the two commanders, even if naval discipline had permitted the admiral to negotiate with his subordinate officers,

and Admiral Lang immediately telegraphed to the Viceroy for instructions. If it was not to fly the admiral's flag it was the Viceroy to indicate what distinguishing flag he might be permitted to use. Once more the English admiral found himself utterly ignored. Personally he received no reply to his telegram, but he was shown a message addressed to the two commanders bidding them inform him that no provision

was made in the regulations as to what flag he should fly, but that some wonderful article might be improvised for him, of the same shape as an Admiral's flag but with only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral through his subordinate. Even if these had been passed over, it is obvious that Admiral Lang's position was rendered untenable by the circumstances as we have related them. He was no longer able to retain even a nominal command. With the flag his authority had vanished, and to have a flagship it was impossible for him to issue an order even for drill. There was absolutely no course left open to him but immediate withdrawal.

The Norddeutscher Lloyd S. S. Coy's steamship *Petrelis*, with the German flag, of the 6th July, left Singa-

vapore on Saturday, the 2nd Aug., only four colours instead of five. The communication was of course out of the question, but it was the Viceroy who had been carefully considered and the full meaning of these circumstances proceedings completely established was the resignation

of Admiral Lang. These are the facts of the case, says one contemporary, and our readers now judge for themselves if Admiral Lang's action was either hasty or ill-considered.

Probably no one but a naval officer can fully understand the bitter sense of degradation which is implied by hauling down an Admiral's flag in his own presence. That stands by itself. But anyone can appreciate the courtesy of refusing to reply to a natural and indeed necessary enquiry, and the insult involved in addressing an admiral

THE CHINA MAIL.

No. 6597.—AUGUST 6, 1890.



Mails.

Mails.

Mails.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,

LONDON, HAVRE AND BORDEAUX.

**Occidental & Oriental Steam-
Ship Company.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
THROUGH THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE Steamer *GARIBOLDI* will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 23rd
August, 1890, at 1 p.m. Connection
being made at Yokohama with Steamers
from Shanghai and Japan Ports.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
and P. & T. LAND, O., to Atlantic and inland
Cities of the United States, via Overland
Railways, to Havana, Trinidad, and
Demarara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m. Parcels and Specie (Gold) at the Office
until 5 p.m. on the day before sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; General Cargo
for London will be conveyed via Bombay
without transhipment, arriving one week
later than by the ordinary direct route via
Colombia. Tea will be sent either via Bom-
bay or Colombo, according to arrangement.

For further particulars regarding
FREIGHT and PASSENGERS, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGATION
COMPANY'S OFFICE, LONDON.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLES.

M. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 28, 1890. 1331

Hongkong, August 1, 1890. 1370

SUMMER TIME TABLE.

(To take effect from 1st May.)

WEEK DAYS.

8 a.m. to 10 a.m. every quarter of an hour.

1 p.m. 1 p.m. " half hour.

4 p.m. 8 p.m. " quarter of an hour.

THURSDAYS.

NIGHT TRAINS at 10.30 and 11 p.m.

SUNDAYS.

CHURCH TRAINS at 10.40 a.m.

12 (noon) to 2 p.m. every quarter of an hour.

4 p.m. 8 p.m. 10 p.m. 10.30 p.m., 11 p.m.

Special CARS may be obtained on applica-
tion to the SUPERINTENDENT.

Single Tickets are sold in the Cars, Five-
Cent Coupons and REDUCED TICKETS at the
Office.

MACEWEN, FRICKEL & CO.,
General Managers.

Hongkong, August 20, 1890. 799

Aug. 1, 1890. 1340

UNCLAIMED CORRESPONDENCE.

Aug. 1, 1890.

POST OFFICE NOTICE.

Aug. 1, 1890.

INSURANCES.

QUEEN FIRE INSURANCE COM-
PANY.

Hongkong, July 15, 1890. 1356

SIR CLIFFORD QUOTATIONS—AUGUST 6, 1890

Stocks Nos. of Shares Value Paid up Closing Quotations, Cash.

Long & Straight Bros. Co. 60,000 \$ 125 all \$200 1/2 per cent., cum new issue, sellers \$42,100/100/120 \$187

MARINE INSURANCES.

Japo. Insurance Co., Ltd. 10,000 \$ 25 1/2 50 \$120, sales

Bangs, D. 24,000 \$ 83,33 1/2 25 \$70

Japo. Fire & Marine Ins. Co., Ltd. 1,000 \$ 1,000 20 nominal

Northern China Insurance Co., Ltd. 6,000 \$ 200 25 60 Tls. 320

Straits Insurance Co., Ltd. 30,000 \$ 10 2 2 \$20

Japo. Insurance Society Co., Ltd. 10,000 \$ 250 25 \$100

Yangtze Insurance Association, Ltd. 8,000 \$ 100 all Tls. 88

FIRE INSURANCES.

Japo. Fire Insurance Co., Ltd. 20,000 \$ 100 2 2 \$88

Hongkong Fire Insurance Co., Ltd. 6,000 \$ 250 50 \$35

Straits Fire Insurance Co., Ltd. 20,000 \$ 100 2 2 \$18, buyers

FEES AND MARINE INSURANCES.

Singapore Insurance Company, Ltd. 40,000 \$ 100 2 2 \$9

DOCKS.

Hongkong & Whampoa Dock Co., Ltd. 12,500 \$ 125 all 65 % prem.

WHARVES.

Japo. & Manch. S. Co., Ltd. 3,500 \$ 60 all \$115

Hongkong Steamship Co., Limited. 20,000 \$ 50 all \$63

Anglo-Chin. S. N. Company, Limited. 50,000 \$ 10 2 30 1/2 dis.

Steam Launch Company, Limited. 2,000 \$ 50 30 par, buyers

Japo. Sugar Company, Limited. 15,000 \$ 100 all \$105

Anglo-Sugar Company, Limited. 7,000 \$ 100 all \$106

WHARVES.

H.K. & Kow. Wharf & Godown Co., Ltd. 20,000 \$ 50 all \$82, buyers

LAND AND BUILDING.

Hongkong Land Investment, Ltd. 30,000 \$ 100 50 \$90, ex

Agency Company, Limited. 6,000 \$ 50 30 \$18, sellers

Kowloon Land Building Com-
pany. 6,000 \$ 50 30 \$18

Peak Building Company. 6,000 \$ 7 610

Hongkong Terrace Building Co. 1,000 \$ 10 2 2 \$200

West Point Building Co., Limited. 12,500 \$ 5 4 \$37

Trust and Loan Co. of China &c., Ltd. 50,875 2 10 2 1,550/14 1/2

1/2 £1,130

TRAIWAYS.

H.K. High Level Tramway Co., Ltd. 1,200 \$ 100 all \$115

MINING.

Jebele Mining & Trading Co., Ltd. 4,500 \$ b all \$3

Pau Yau & Co. Due Samach Co., Ltd. 6,000 \$ 10 2 97 1/2

Ming Co., Ltd. 10 2 97 1/2

Selama Tin Mining Company, Limited. 115,000 \$ 50 2 2 \$23, sales

Societe Francaise des Char-
bonnages du Tonkin. 8,000 Frs. 5 4 \$240

The Balmoral Gold Mining Co., Ltd. 16,000 \$ 10 all \$133

Imurin Mines, Limited. 17,000 £ 1 15 87 1/2, buyers

PLANTING, ETC.

Quine-Borneo Company, Limited. 7,500 \$ 10 2 5 18

East Borneo Planting Co., Limited. 4,000 \$ 5 10 2 45, buyers

Labuan Planting Co., Ltd. 5,000 \$ 5 10 2 nominal

G. Brown & Co., Limited. 6,000 \$ 50 all \$18

The Larang Planting Co., Limited. 6,000 \$ 50 nominal

Austin Arms Hotel and Building 4,000 \$ 50 30 50/33 1/2 dis.

Company, Limited. 1,000 \$ 1 1/2 1/2 1/2

3,000 \$ 10 a \$200

STRATEGIC.

STRAITS OF BELMOPAN, 18th Sept.;

and ABYSSINIA, 2nd October.

Connection will be made at Yokohama
with Steamers from Japan, and at
Vancouver with Pacific Coast Points by the
regular Steamers of the PACIFIC COAST

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMALIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

STEAM FOR
SINGAPO